

The National *Falcon* News



Rainer Hantschel Photography
Denver, Colorado

Springfield National Convention

JANUARY 2009

Cover: Rainer Hantschel

Rainer Hantschel (FCA #1636) of Denver, Colorado captured this simply red Falcon at the 2008 National Meet in Springfield. See more of his coverage of the Convention beginning on page 30.

Is this your Falcon? Send a note to the Editor, along with some more photos and a little bit about you and the Falcon.

Do you have a photo of your Falcon that you think should be on the cover? Send it to the Editor at the address on page 6.

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The National Falcon News

January 2009



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Jerry Collard

Back in the Game...

I am 72 years old, and a true car nut. I have had way too many cars, trucks, motorcycles, and even a racing go-cart years ago. My biggest involvement was a real love for early Mustangs, and over a period of 13 years, I bought, sold, and enjoyed 20 Mustangs, predominantly the 1965–66s. In 1993, I decided Enough! I sold my last two Stangs, and “retired.”

In the late 70’s, I had bought a cherry 1965 Ranchero, with a 289 and a four speed—I paid \$800. for it! Sigh. I sold it two years later, and have always regretted doing so.

So, for the last 15 years, no toys, but I have been attending all the old car auctions and meets for entertainment, and the 1965 Ranchero has always been in the back of my mind.

This past August, at another auction, I was roaming around looking at the cars, and noticed an elderly gentleman keeping pace with me as I was going up and down the rows of cars. We started chatting about the cars, and eventually came upon a very nice 1977 Ranchero. Out of the blue, he mentioned that he had a Ranchero at home. I asked him what year it was, and he said it was a 1965. Wow! Bells, whistles, adrenaline! I asked him if, by chance, it might be for sale, and he said “Yep, it’s just sitting in my garage.” As they say, the rest is history. I arranged to see and drive it. It was very nice, correct, and priced right, so I bought it.

This gentleman was 83 years old. The truck had spent all of its life in California, as closely as I can determine. He bought it from a friend in 2006, drove it by himself back to Colorado, drove it around town a time or two, then parked it in his garage for two years. I mentioned to my wife that this perhaps was “divine providence.” She didn’t buy it, but what are the chances?

The truck is a correct-coded Deluxe, white with red interior, 289, three-on-the-tree and dual exhaust. It appears to be pretty original, with at least one repaint, and possibly a redone seat. Mileage is unknown. Paperwork shows three previous owners, but I don’t know that for sure. It’s in nice condition, runs well, but does need some TLC. I will do a few things here and there to make it a street-sharp, dependable cruiser!

I’m back in the game, and loving it!

—Submitted by Jerry Collard (FCA #13390)
Aurora, Colorado





Bill Walter (FCA #13364) of Dayton, Ohio sent these photos of his very sharp 1969 Falcon Futura. He writes, "I was lucky to find a very clean, rust-free original mileage car. The last time it was licensed was in 1973."

The Falcon had 22,000 miles on the odometer when he bought it a few years back. The original color was the green/gold factory color for 1969. The interior is factory original, except for the new carpet and the four speed toplayer and Hurst shifter.

The paint is now black base, with lots of clear. Bill says, "The Falcon gets lots of attention at car shows and cruise-ins. Many people say they have never seen a 1969 Falcon. Everyone asks, 'What's the quarter mile time?' I reply that it has never been raced."

Bill just has fun going to shows and cruise nights, but adds, "This year I might have the urge to try the local drag strip."



—Continued on page 32

The Falcon Club of America will celebrate its 30th Anniversary this year, 1979-2009. Please join me in expressing our appreciation to Roy Sword for starting this great club back in 1979. Carolyn and I have been members for 28 of the 30 years and cherish the memories of these years and the friendships developed over these years. Simply stated, the Falcon Club of America is just the "Best."

A look back at the past year reveals a number of accomplishments for the Falcon Club of America.

2008 Accomplishments

- Published and distributed updated Membership Directory for 2008-2009.
- *National Falcon News* recognized for its quality by receiving 8th consecutive Golden Quill Award from Old Cars Weekly.
- Regional Meets held in Pennsylvania, Oregon, Massachusetts, Michigan and North Carolina.
- Successful National Convention in Springfield, MO, hosted by the Founders Chapter, Wheat State Chapter, Mid America Chapter, Sooner State Chapter and Gateway Chapter.
- We welcomed two new Chapters, Western PA Chapter and the Wild West Falcons Chapter of Western Colorado.

Goals for 2009

- Continue to improve and grow by holding Regional Meets, signing up new members.
 - Continue adding new Chapters and work to keep existing Chapters active.
 - Improve National visibility for the FCA by working to get magazine coverage at National and Regional events.
- When making your resolutions for the New Year, consider several resolutions in support of our great Club such as:
- Attending the National Convention hosted by the Mason Dixon Chapter.
 - Attend one or more Regional Meets scheduled for 2009
 - Send an article to be published in your local Chapter Newsletter and the *National Falcon News*.
 - Attend as many local Chapter meetings as possible
 - Sign up a new member in the FCA.

Carolyn and I would like to wish each and everyone a very happy and prosperous New Year. We look forward to seeing you around the country in 2009 at the Regional Meets and the 30th National Convention in Dover, Delaware.

Remember, "Take A Kid To A Car Show."

Chuck & Carolyn

Regularly Scheduled Chapter Meetings

Alamo Chapter
San Antonio, TX
2nd Sun.-monthly
Pig Stand, 1508 Bdwy.
S an Antonio TX
(210) 287-4498

Arizona Chapter
Phoenix, AZ
2nd Sat. except June, July,
Aug. at Berge Ford, 460 E.
Auto Center Dr., Mesa, AZ
(480) 888-0589

Bluegrass Chapter
Louisville, KY
2nd Sat. each month at
4:30 PM—Jefferson Co.
Government Center, 7201
Outer Loop
(502) 231-8715

Blue Ridge Chapter
South Carolina
3rd Sun.-monthly
Greer, SC
(864) 879-1060

Capital City Chapter
Austin, TX
3rd Sat. - monthly, 5 PM
(512) 832-0544

Carolinas Chapter
Charlotte, NC
1st Mon.—7 PM
Holiday Inn Express Hotel,
2491 Wonder Drive, (Exit
60- I-85) Kannapolis, N.C.
(704) 736-1920

Central California
Falcons
Bakersfield, CA
1st Tuesday 6:30 PM
Marcia's house,
5304 Southshore
(661) 587-8539
Fresno, CA
3rd Thursday at Applebee's
in Clovis, 98 Shaw Ave.
7:00 PM
(559) 322-0108

Early Falcon Car Club
of Victoria, Inc.
Australia
1st Tue. 7:30 PM
Cafe Hotel, Melbourne
9369 1574

Founder's Chapter
Arkansas
2nd Sat - monthly
(501) 605-1370

Gateway Chapter
St. Louis, MO
4th Sun.-monthly
(636) 677-4670

Golden Gate Chapter
San Francisco, CA
2nd Sat.—Odd Months
(408) 293-5848

Hoosier Chapter
Indiana

1st Sun.—monthly
Edwards Drive-In
2126 S. Sherman Dr.
Indianapolis
(317) 786-1638

Lone Star Chapter
Mt. Pleasant, TX
3rd Sun.—monthly
(903) 572-9593

Metro Detroit Chapter
Detroit, MI

1st Sun.—bimonthly
Pia's Restaurant
Ecorse Rd, Taylor
1 mile east of Telegraph
(313) 382-2993

Mid America Chapter
Kansas City
1st Fri.—monthly
(913) 592-3571

Mile Hi Chapter
Denver, CO
3rd Fri.—m onthly
(303) 857-9360

Music City Chapter
Nashville, TN
Monthly Meetings
Call for dates/locations
(615) 452-0321

Northeast Chapter
New England
3rd Saturday —monthly
northeastfalconchapter.com
(952) 334-1654

NE Texas Chapter
Gladedwater, TX
2nd Sat. monthly
(903) 759-6850

Northland Chapter
Minneapolis, MN
2nd Sat odd months
(952) 334-1654

River City Chapter
Sacramento, CA
2nd Tue.—monthly
(916) 784-2443

So-Cal Falcons
Burbank, CA
2nd Saturday—bimonthly
(818) 845-9725

Sooner Falcons
Oklahoma City
3rd Sat.—monthly
(405) 205-3497

Sonoma County
Santa Rosa, CA
1st Thurs.—monthly
(707) 539-2860

Southeast Chapter
Georgia
1st Sun.—monthly
(770) 887-6268

Space City Chapter
Houston, TX
2nd Sat - monthly
Prince's Drive-In, I-45 &
Fuqua; 6:00 PM
(713) 703-5110

Star City Falcon Club
Roanoke, VA
Monthly meetings
Call for date/location.
(540) 254-1515

Virginia Falcons
Richmond, VA
2nd Sun. even months
(804) 739-1615

Wheat State Chapter
Wichita, KS
1st Sat. even months
(316) 838-7487

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www.falconclub.com

Classified Advertising

How to Advertise in The National Falcon News

Email your classified ads to:
wcrosby62@sbcglobal.net

VERY IMPORTANT! Please punctuate and capitalize correctly. The time saved by email is wasted when every word of the message has to be corrected. See example below. Many thanks to those observant folks who read the ads, see how they are formatted, then send in their ad to fit the formula. This is a great time-saver and much appreciated.

CORRECT: 1964 Falcon Futura. Some rust on floor pans. Needs restoration. Excellent glass and trim. \$2000 OBO. Joe Falcon, 555-555-5555 or 123falcon.com. PA.

INCORRECT: * 64 ford falcon Futura fr sale .sum rust on flr pans , needs restored ,xclnt glas and trim. \$ 2000.00 o .b .o . call joe falcon at (555)-555 5555 or email me at 123falcon.com. Eastn

To Advertise: FCA members are entitled to two free ads per issue (**limit 50 words per ad**). Each ad must appear in a different section of the Classified Ads. Additional ads per category are \$10. each. Ads with photo are \$20. The FCA will not be held responsible for errors (legitimate errors will be corrected in the next issue when requested). All ads for the classified section must include a members name, location and FCA # to be considered a free ad. All items advertised for sale must have a price. **Ads to run in more than one issue must be resubmitted each month.** Non FCA member ads are \$10. each. Ads must follow the same guidelines as member ads. Picture ads will be an additional \$20. per picture. Payment must accompany the ad, with check payable to the Falcon Club of America. **All ads must be sent by mail or e-mail to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. NO PHONE CALLS OR FAXES FOR ADS — NO EXCEPTIONS!** If you have Internet access, please email ads to wcrosby62@sbcglobal.net Ads must be received by the **first of the month for the following month's** issue. The FCA reserves the right to refuse advertising from any person or business.

**ALL ADS MUST INCLUDE YOUR LOCATION.
IT'S GOOD TO KNOW WHAT TIME ZONE
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Falcons For Sale

Falcons for sale: 1965 Ford Falcon sedan delivery, \$4,000. 1963 Ford Falcon Sprint h/t, \$1,500. 1963 Ford Falcon Ranchero, \$300. 1965 Ford Falcon Futura h/t, \$1,200. 1964 Ford Falcon Futura h/t, \$4,000. 1965 Ford Falcon Futura h/t, \$600. 1968 Ford Falcon two door sedan, \$500. 1965 Ford Falcon 2 door h/t, \$700. 1960 Comet two door V8, \$800. 1976 Ford Ranchero GT, \$7500. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org



1962 "Futura Hotrod." Drive train is '63 V8: 260 V8, headers, Falcon T-10 4 speed, factory shifter, 4 speed column, 8" rear axle, 5 lug brakes and steering; motor runs; needs brakes. Has '62 bucket seats and console; all Futura parts intact. Some driver's floor rust, and back of quarter panels. \$3500. OBO. For detailed pictures call Lenny Kellogg, 970-593-1964 or lenkellogg@lpbroadband.net. CO.

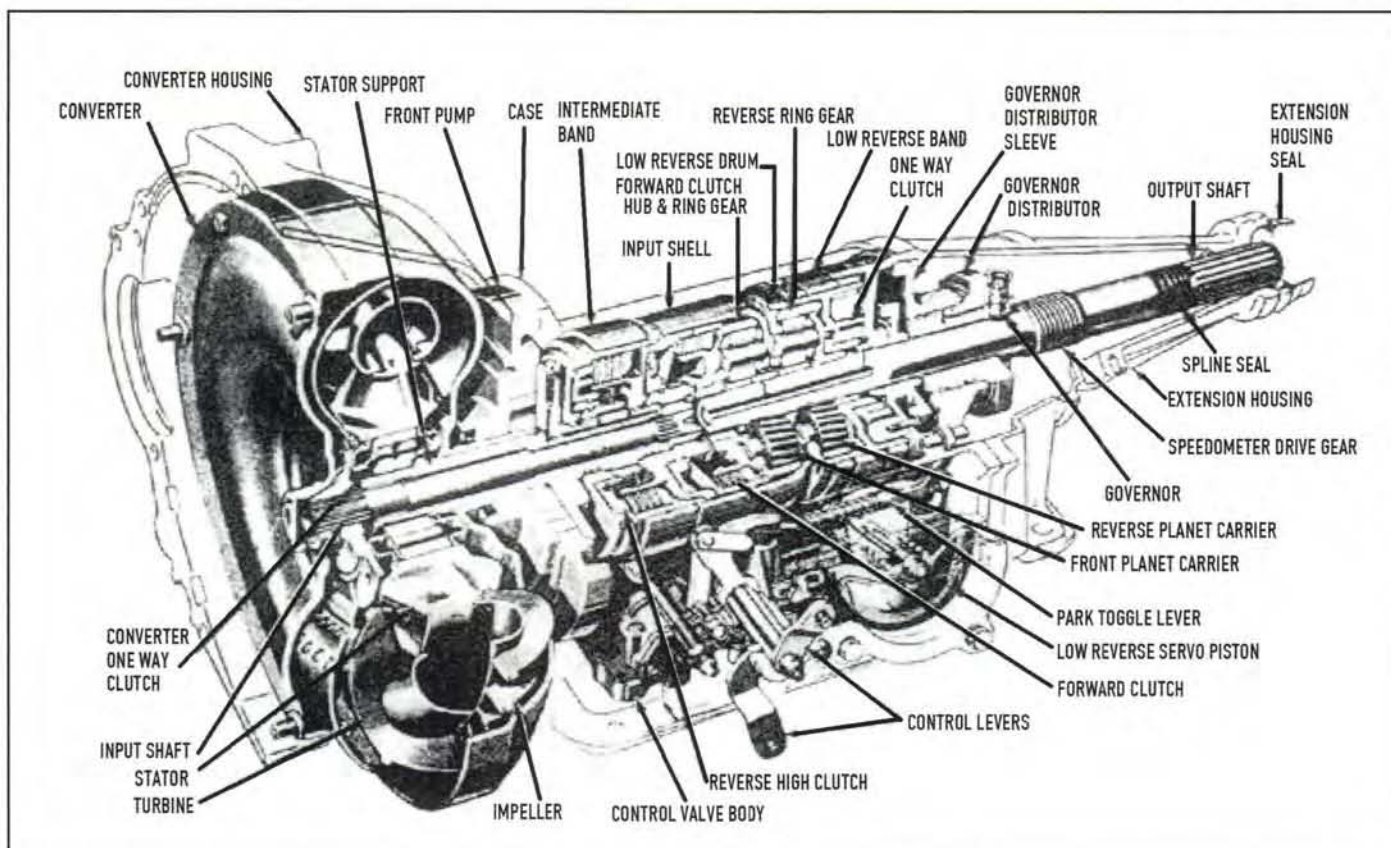


1962 two door Falcon. At 6 cyl 107 ci engine has been reworked. Starts and runs like new. Amateur restoration, extra doors and fenders and hood convey. \$3000 invested. \$1800. Don, 757-357-9133. SE VA.

—Continued on page 10

THE C-4 TRANSMISSION

By Jim Smart



Ford's venerable C-4 three-speed automatic debuted in 1964 as Ford's first truly all-Ford designed and built automatic transmission. Prior to that, Borg-Warner did most of Ford's automatic transmissions. There was even a time just after World War II when General Motors provided Hydra-Matic transmissions to Ford.

In the beginning, the C-4 was a dual-range automatic transmission, meaning you could drive it in two individual ranges depending on driving conditions. For most of us, that means driving on the little dot or the big dot on the transmission selector—big dot for normal driving and small dot for Second gear only in ice and snow. It didn't take Ford long to figure out this idea didn't work well because not enough people understood it. Some chose to drive on the small dot in error, never leaving second gear and burning up the transmission.

Beginning in 1967, Ford made the C-4 more like other automatics of the period, with a more traditional P-R-N-D-2-1 shifter pattern, ditching the dual-range idea altogether. This made the C-4 more user-friendly. From then, the C-4 experienced a lot of refinements that made it durable, and it remains the simplest, most reliable Ford automatic ever. Many late-model Mustang racers have come to know the C-4 as a terrific automatic transmission for racing, even choosing

it over GM's two-speed Power Glide automatic for some racing applications.

In its more than 20 year production life, the C-4 was first known as the Cruise-O-Matic and then the Select Shift. In fact, the C-4 became the C5 in 1984, sporting a locking torque converter for improved efficiency. It is a hardy, rugged, reliable automatic you can do just about anything with.

C-4: THE DIFFERENCES

As you might expect, the C-4 evolved throughout its production life. The first significant change was the valvebody when the dual-range feature was eliminated for 1967. You can install a 1967 and later valve body in a 1964-66 C-4 because the valve body is the only change. With the valvebody change also came changes (detent positions) in the shifter



linkage. These should be addressed when swapping by using the proper indicator.

C-4 transmissions prior to 1970 had .788-inch, 24-spline input shafts. In 1970, Ford went to a .839-inch, 26-spline input shaft. This involved a corresponding change in the forward clutch hub, which means you have to change all these components. You can't run a 24-spline input shaft in a 26-spline forward clutch hub or vice-versa.

It really becomes tricky with 1971 and later because the input shaft and forward clutch hub became both 24- and 26-spline. From 1971 and later, the torque-converter end of the shaft is 26-spline and the forward-clutch end is 24-spline. Adding to the confusion, there are a variety of different cases that include case- fill dipstick tubes or pan- fill dipstick tubes. Ideally, you should find a complete 1971-and-later C-4 transmission with all of the improved components so you won't have to hunt down compatible parts.

Two types of flexplates were used with C-4 and C5 transmissions: a 157-tooth and a larger 164-tooth along with a larger bell housing. With some exceptions, 157-tooth flexplates are used with case- fill dipstick tubes, while 164-tooth use pan- fill dipstick tubes. Pan-fill dipstick tubes are more common prior to 1967.

A rule of thumb for C-4 bell housing identification is those that are 5-7/8-inch deep use 157-tooth flexplates, and those that are 6-1/4-inches deep are the larger 164-tooth flexplate. The CS is an odd duck with a 164-tooth flexplate and a 7-inch deep bell housing.

There are many C-4 and CS bell housing types for a variety of applications. Don't make the mistake of picking up a pump- mount bell housing for a case- mount C-4 and vice-versa. It's easy to make that mistake as these bell housings look so much alike at first glance. The most obvious difference is 157-tooth versus 164-tooth flexplates. Check depth first, then casting number.

Another important difference is the five-bolt versus six-bolt bell housing. Small-block Fords prior to the '65 model have five-bolt bell housings instead of the more common six-bolt pieces from mid-'65 and later. If you're building a 260 or an early 289ci V-8, be mindful of five-bolt versus six-bolt. Five-bolt C-4 bell housings are very hard to find these days.

Because there are endless variables in C-4 bell housings, not all of them are mentioned here, and not all this information is complete. Ford has a time-proven reputation for engineering changes and plucking old part numbers off the shelf in mass production. Expect anything when you go shopping for a bell housing, including part and casting numbers not mentioned here. And remember, the C-4 was used behind fours and sixes as well as V-8s.

C-4 CASE IDENTIFICATION

Early C-4 transmissions were vented from the main case with a vent tube just above the low-reverse band servo. These get the tailshaft housing without a vent mushroom on top. Later- model C-4 and C5 transmission cases eliminate the vent tube altogether, opting for a higher mushroom-style vent on top of the tail shaft housing. Venting prevents heat and pressure from blowing the seals and gaskets. Again, look for the Ford casting numbers on these pieces for more accurate identification.

C-4 PERFORMANCE BASICS

The best C-4 to build is '70 or newer with the larger input shaft. Both the 26/26- and the 26/24-spline, .839-inch shafts, and forward clutch hubs can take more punishment than the smaller .788-inch, 24/24-spline shaft. Professional builders tell us the 26/26-spline shaft will withstand up to 600 hp. Of course, this doesn't always guarantee your C-4 will survive 600 hp and the corresponding torque. A good rule of thumb is to go with a hardened aftermarket .839-inch, 26-spline input shaft (both ends). Some factory 26/26-and 26/24-spline shafts were hardened, but apparently these are few and far between. Your best choice is an aftermarket shaft.

Another important point with C-4 performance is case selection. The '70-and- later case is considered stronger than '69-and-earlier because the bell housing bolts to the case instead of the front pump. Transmission professionals also tell us the '82-'86 C5 case is better still thanks to oiling-system circuit improvements.

You can net the same oiling-circuit improvements in an older C-4 by doing some of them yourself. Because the No. 9 thrust bearing in back of the C-4 tends to be oil-starved and prone to failure, transmission professionals like to modify the case whenever possible to improve oil flow back there. As we understand it, the solution is to drill a 1/8-inch hole into the case that ties this thrust bearing to the oil-cooler return galley. Ford did this with the CS, along with an additional lubrication hole in the thrust bearing. Mention this to your transmission builder and get their take on this modification. Every builder is of a different opinion.

Another suggested modification is to smooth the oil passages by chamfering each of them to reduce fluid-flow resistance and turbulence. According to a few builders we've spoken with, this improves line pressure and fluid flow.

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Classified Ads (con't)

—Continued from page 7

Falcons For Sale

1962 Falcon 4 door sedan, 144 CID, auto. Clean and straight, no rust or bondo. 31,177 miles, good tires and brakes. Red and white exterior, red and silver interior. OE Shop Manual, many extra parts. I also have the title. Asking \$6000. Write for more information. Vernon LeDuc Jr., P.O. Box 1454, Keystone Heights, FL. 32656-1454.

Rare 1962 Sport two door Futura. New Navy blue Landau top. Light blue paint. Buckets, console, 250 c.i., 6 cyl. auto with shift kit. Black plate California license. Rust free, no accidents. \$7000. OBO. No trades. Don Hobart, 661-270-1685. CA.

1963 Falcon Futura Convertible, 200-6 rebuild, 3 speed auto, carb rebuild, new brakes, wheel cylinder, fuel system, ignition system, radiator, has spoke/spinner caps, white original paintsee the body, red bench interior, soild CA/TX car, can email pics. Robert, 210-648-7011 or rswbj@sbcglobal.net. TX.

1963 Falcon Futura Convertible. Very rough. 6 Cyl, Three speed manual. Engine locked. Probably not a good panel. Interior toast. Top frame OK. Some good molding and glass. Pictures on request. \$1000. Still interested? 513-625-0391. SW OH.

1963 Falcon Ranchero 170 6 cylinder rebuilt with 3 speed automatic split header with duals. Recent candy red paint. Great little truck and great on gas. Can email pics on request. \$4200. Call Mike, 210-626-2050. TX.

1964 Falcon Futuras, both 6 cyl., auto. Very straight and rust free. Black convertible with red reproduction interior; nice car but tired engine. Also 1964 two door hardtop, wrecked driver door and rear quarter, has later engine and transmission. \$7500 for the pair. Bill, 530-878-0296. CA.

1964 Falcon Futura convertible. Turquoise paint--looks good. six cylinder, 200 cu. in. 50K original miles. No rust. Second Owner. Located in Canal Winchester, OH. Asking \$12,500. Call Joe at 614-581-0130.

1964 Ford Falcon Futura. 200 Cu. in., six cylinder, turquoise interior and exterior, 50,000 original miles, good condition, asking \$12,000. Call Joe, 614-581-0130. OH.

1964 Ford Falcon Sprint with 87,000 original miles. Engine and power steering system completely rebuilt. Original 260 cu. in. engine and 4-speed transmission and shifter and 3.25:1 differential.

Vintage Burgundy, interior Palomino Padded dash pad Trim and chrome exceptional. No accidents or rust. Original wire hub caps are exceptional, white wall radial tires almost new. \$12,500. Jim Norvelle, 513-722-3377 or Gary Koester 513-625-6603. OH.



1965 Falcon. 4800 original miles. Two door sedan, white/blue. 200 CID engine. No other options, all original. Showroom condition. Original tires (off the car). As nice as anything you will ever see. Will sell only to someone who will commit to maintaining this car in its original condition. \$15,000 OBO. Michael Young, 316-636-5091 or send email to michael.r.young@mac.com. KS.

FCA

THE FALCON CLUB OF AMERICA, INC. is a nonprofit organization dedicated to preserving the FALCON Automobile built by the Ford Motor Company from 1960 to 1970. The FCA was founded by Roy Sword in 1979 and is incorporated under Arkansas state law. Yearly dues to The Falcon Club of America are \$25. (\$30 for Western Hemisphere, \$40 for international members offshore, payable in U.S. funds) and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72078-0113. The National Falcon News is published monthly with information submitted by members. All copy and advertising for *The National Falcon News* should be sent to the Editor, Wendelyn Crosby, 16318 Riggs Rd., Stilwell, KS 66085. Please mark "FCA" on outside of envelope. E-mail address: wcrosby62@sbcglobal.net. No phone calls or faxes for Falcon Club business, please.

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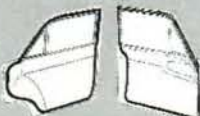


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Classified Ads (con't)

—Continued from page 10

1965 Falcon Futura Convertible factory original Rangoon red with red interior, black top V8, four speed bench seat with 63,000 miles. No rust, original body panels. \$16,500 OBO. Must sell. Call Ed, 610-746-3056. PA.

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1965 Falcon 2 Door. 47,000 original miles, 6 cyl. 3 speed. Beautiful original condition inside and out! Runs excel-

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1966 Falcon Ranchero, 200 c.i. engine, three speed manual transmission. Could be a driver, or could restore. Also have 1966 Ranchero for parts. \$2000. Stan Mitchell, 864-980-6031. SC.

1967 Falcon Sedan six cyl, White two door. Some rust, couple of dents \$400. Runs good, new brakes Louis C. West 732-946-7299. Central NJ.

Falcons Wanted

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Hayn, 574-892-6309 or shaynfamil@aol.com. IN.

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1963 Falcon Deluxe 2 door wagon parts. They must be in excellent condition either NOS or used: front and rear bumper, grill, h/l doors, parklamp/signal assemblies, hood chrome, side trim, bucket seats, power tailgate window parts, etc Keith Litteken 11394 Revere Ln., St. Louis MO. 63128-1416. 314-351-1789 or kslitteken@aol.com.

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1965 289 2 bbl engine stock bore pan to carburetor, water pump to bellhousing & exhaust manifolds. \$500. 4 speed shifter from 1965 Sprint. Removed & rebuilt in 1981 and never used again. Complete with linkage. \$350. 908-475-8323 or certtrwngnut@yahoo.com. Chris, NJ.

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—Continued on page 23

SO YOU WANT TO RESTORE A FALCON?

Monthly Tech Column

Dick Harrington

PART III: LET THE WORK BEGIN Interior and Exterior Trim Removal

The chances are that anyone doing a restoration of a Falcon will have a different idea of how to do it and more than likely a different starting point. There is so much dirty work involved in a ground-up restoration that disassembling the vehicle is probably one of the first steps. The first problem is where to store the parts that come off. Secondly, remembering how to put it back together. This is why a plan has to be developed. You must take pictures, and lots of them. There is no manual that shows the level of detail necessary to get all the pieces back in the right place. Keep a digital camera in the tool box. Label every nut and bolt. Zip lock bags, compartmentalized containers, Sharpie magic markers (at least 3 colors), peanut butter jars, and numerous boxes are all excellent for parts storage. Having a parts car also is a wonderful accessory, not only will it be a source of parts, it will provide a reference when assembly begins. Try to package fasteners and parts together.

The first items removed are all of the exterior trim. Great care has to be used in removing aluminum and stainless steel moldings. Windshield trim is imbedded in the gasket and it can not be removed without glass and gasket removal from the body. Most people use a knife and cut the gasket. Drip rail and side glass moldings are snapped over the body, they need to be gently prided off inch by inch. An old fashioned bottle opener (church key) wrapped in masking tape works well. Side moldings are snapped on and bolted on. On a 1963 Falcon, they are bolted at each end and then snapped over a molding clip through the center. Rocker molding trim is similar to side moldings. A shop manual is pretty specific as to how side moldings are fastened. None of these moldings are reproduced, so if you ruin it, finding good used is probably your only option. Die cast emblems are usually held on with barrel nuts. These are set into the sheet metal and then the emblem is pressed into them. A putty knife gently slid under the emblem

might pry it out. Gently move from one side of the emblem to the other gradually working the emblem out. The good news here is that most of the emblems are reproduced. Some emblems are bolted on, again check the manual if you can not see the emblem from the back side.

Grills, headlight bezels, taillight and parking light housing are held on with Phillips head screws and/or bolts. Soak the fasteners in a rust penetrant for 24 hours before attempting removal. If the screw heads strip, sometimes you can get on the back side of the screw with vice grips to get it loose. A cut off wheel on a die grinder can cut through nuts when all else fails. It is best to remove the bumpers and mounting brackets together. Just unbolt the mounting brackets from the frame. Bumper bolts more often than not will break, worse is when the bolt turns in the bumper, new bolts are readily available, so don't worry about trying to save them.

—Continued on page 14



Diecast emblems are held in by barrel nuts. Emblem on left, emblem removal in center and an example of the different size barrel clips on the right.

SO YOU WANT TO RESTORE A FALCON?

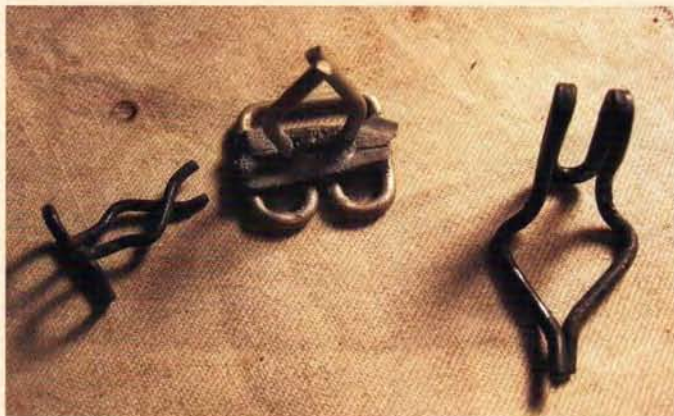
—Continued from page 13

Once the exterior trim is removed, gut the interior. Start with removal of the seats. The front seats are bolted through the floor and more that likely cutting maybe the only solution. Seat tracks are hard to find, so use caution, cut the bolt or the floor (particularly if new floors are in the future) if necessary. The back seat bottom is removed by pushing back and then lifting. The back rest of the rear seat is held by two bolts at its base. It then needs to be pulled forward and pushed up to disengage it from the



To save yourself lots of frustration, buy a window/door handle removal tool. Door handle removal tool can be seen at top, with a door handle above. The bottom photo shows a door handle with the tool pushing on the wire clip that holds the handle on the post.

rear package shelf. You may need to remove the arm rests on two door models to get it out of the car. The arm rests are held on by two screws accessed from underneath. Door panels are held in by top and bottom channels as well as wire mold clips on each end. The window crank



Wire mold clips. The small one on the left is for dash pad trim, the other two are for door panel retention.

needs to be removed first and a door handle removal tool is a must. They can be had at most automotive stores for around \$5.00.

The wire mold clips need to be pried out, a stiff putty knife will work. The door panel then needs to be bowed outward to remove it from one of the channels. A 1 x 2 piece of wood that is inserted in from the open end of the door will help to get the panel bowed.

Remove the inner windshield trim, sun visors and rear view mirror all held on with Phillips screws. Pull the headliner and windlace out. The headliner bows are specific to their location, so be sure to note where each bow goes. They are color coded on their ends. Be sure to save the wires that attach the rear most bow to the top of the rear window. The windlace is held on by clips; carefully pry the windlace out of the clips.

To remove the carpet, the door sills and the kick panels have to come out, Philips screws hold them in. If the dash pad needs replacing, remove the lower stainless trim which is retained by wire mold clips, use a putty knife to

Dick Harrington (FCA #12563) of Delhi, New York is a frequent contributor to *The National Falcon News*.



You will probably buy new windlace, cut the windlace out to salvage the clips. Clips are expensive!



gently pry them out. Remove the speaker grill, speaker and defroster hoses. Defrosters hose usually break do to age, new ones are available. The dash pad maybe glued; a sharp putty knife will usually cut it free.

NEXT MONTH: MORE PART REMOVAL

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My Friend Will Linn

On November 19, 2008 at about 8:30 in the morning, I was driving to one of our construction sites. I got a phone call from Cliff McKay and I could tell by the shaking in his voice, something was wrong. "We lost a friend" were the words I heard and I asked who? He told me that Will Linn had passed away unexpectedly. Will was 52 years old—my age! I couldn't believe what I was hearing, I was totally floored. I called his house and Liz answered the phone. I told her how sorry I was and asked if there was anything they needed? Since that morning there have been a lot of tears and friends coming forward.

Every now and then you meet someone you can really connect with, the kind of person that you can look up to because they remind you of the person you want to be.

I am a latecomer to the Falcon Club family. I joined about six years ago. Until then, the Falcon was a car that I never paid much attention to. I purchased a 1963 Sprint convertible that had all the sheet metal repaired or replaced and was ready for paint. I spent a couple of years trying to find out more about parts and the history about the car. I met Cliff McKay and a few others from the Wheatstate Chapter. One of the first members I met was Will Linn.

Will had been married for about 13 years. He and Liz had three daughters. They lost one daughter shortly after she was born. Addie and Grace still live at home with Liz and a scholarship fund has been established for them. Will loved his family very much. Sometimes they would go to a club dinner or breakfast run, but sometimes the girls had a sporting or music event that took precedence. I understood this very well. Will was proud of his family and they were always at the forefront of what ever he did. Will was also close to his brother Rodger; they built cars together and their families were intertwined with one another—these guys were a real family.

Will was quiet; he didn't say a lot, but he sure liked his cars, and he liked people. He would call or pop in occasionally just to see what I was up to. I started collecting round body cars and Will would come by to see if I had "anything new" he could look at.

I am a contractor and Will bought a couple of disassembled modular houses from me to build his house on his "Chigger Range," as he called it—a very nice hideaway



Will and Liz with Addie and Grace

lake home he was building near Kaw Lake in Oklahoma. Will would ask me about the proper ways to build the roof and deck; he was very analytical. He would spend hours trying to figure out the best way to build something. It was funny at times, but he was really passionate about getting it right. The house is about 75% complete and friends have offered to help finish it this spring.

Will loved music. Bluegrass was his favorite. He would spend days at a Bluegrass festival every year. Last year, he called me up and asked if I had a portable bridge. The spot they were camping at had so much rain there was a creek in front of their tent. I told him he could go to my shop and I had a pile of used treated lumber and some



Tribute to Albert Davis 1950-2008



plywood he could have to build one. I halfway expected him to do it, but he never did. I like music, but I thought anyone who loved music enough to endure camping out in the rain was nuts. But then I realized I was talking about Will.

Then there are Will's Falcons. Will had a very nice collection of cars and parts. He had a turquoise 1964 two door hardtop that he raced. It was fast and he really enjoyed letting it rip. He would downplay how nice his cars were. You could comment on how much you liked something about his car and he would just grin with his cigar between his teeth and say, "Ah, it's a piece of crap," then let out his little rapid fire giggle. If you attended the FCA Springfield events, and you went to the race track, you saw Will in action. He was the guy who always wore his helmet. He would unload anything with weight or that could fly around and dent something. Then he became the most dedicated serious race driver you could imagine. When the racing was done, he was once again Mister Carefree.

He was talented when it came to anything mechanical. He bought a golf cart that didn't run and within a few evenings he had it running and brought it to Springfield last year. He spent a lot of time chauffeuring people back and forth to Wal Mart. If you needed a ride just around the corner, he was ready to take you. He had a blast just keeping the parking lot hot with that cart.

Will loved life. His passing is a good reminder to us all. Enjoy what you do, don't look back, and love the ones who mean the most. I'm sure I speak for a lot of people in the club when I say, Will was my friend and I will miss him very much.

—Submitted by Tim Sutherland (FCA #11096)
Wichita, Kansas

Albert Davis (FCA #10051) of York Springs, Pennsylvania died peaceably in his sleep at home on the 14th of October, 2008. He will be sorely missed by all of us who had the good fortune to know him.

Albert came to our Mason Dixon Falcon Club Chapter in the year 2000. He came with a "Diamond in the Rough" multi-colored 1963 Futura Hardtop. In about a year or so he turned it into a trophy winner that garnered awards at several diverse events. Naturally he changed its many original colors into a nice bright red with new chrome and a new black interior.

About a year ago Albert traded it for a Baby Blue 1964 Futura Convertible with a warmed over V-8. He said he'd always wanted a faster Falcon!

Whatever the car he will be remembered for his winning ways and a big smile for all his Falcon friends and any new folks who showed an interest in him and his car. At any show he went to he'd park his chair behind his car and, along with his coffee thermos and cigarettes, that's where he'd be for the duration of the show!

Albert had a big heart, good things to say about everyone, and stamina you would not believe unless you knew him. If you went for a walk about with him he'd soon wear you down—I know as I've tried to keep up with him walking around at Carlisle. The man walked as most men run!

It was a great experience having him pass through our lives and we'll all miss him.

I'm sure Albert is somewhere peacefully cruising in his beloved Falcon.

—Submitted by Phil Barber (FCA #1581)
Mason Dixon Chapter Editor
Annapolis, Maryland

1989 to 2008 = Best of Show

While attending the 10th FCA National Convention in Overland Park, Kansas in August 1989, I purchased this 1965 Sprint Hard-top. At the time of purchase it was a very ugly Silver/Gray color. The car was not actually part of the National Meet but was in the hotel parking lot with a For Sale sign. When I saw the car, I knew that I just had to have it.

I phoned home to talk with Carolyn about the car and to make sure she didn't object to me buying the car. We agreed to get the car—the next issue was getting it back to Florida. Since I had driven our white 1965 hard-top to the National Meet, my first option was for Carolyn to fly out on Sunday and drive the white hardtop back to Florida on Monday. I would follow in the newly purchased 1965 Sprint. That plan fell through.

Option Two was for Jim Hatcher to keep the car for me, and I would drive back to Florida (two days), rest for one day and fly back out to Kansas City on Wednesday. On Wednesday Diane Hatcher met me at the Airport. I then picked up the Sprint from Jim and Diane's house and headed east, arriving back in Florida early Thursday. Some members remember seeing the Sprint and agreed with me when I asked myself, "What are you doing leaving for Florida with a car in that condition?" I made the trip with out any problems.

When I started the disassembly—that's when I really began to wonder how I made it back to Florida. After totally disassembling the car, it was placed on a rotisserie. The entire underside of the car was cleaned, wire brushed and sanded. The trunk floor was replaced, along with the rear sub-frame on the drivers side, the rear floor pans and



*Above: After; the 1965 Sprint in 2008
Below: Before; August, 1989*



In progress: new floors, trunk deck in progress and completed.

Chuck Beason's 1965 Sprint Hardtop



We then attended the Falcon Club of America National Convention in Springfield, Missouri in July of 2008.

To my complete surprise, we were awarded First Place in our stock category, as well as the Best Stock Award. We were also honored by being awarded the coveted "Best of Show" trophy. As anyone who has won a top award is aware, it was very special for us to be recognized by our fellow Falcon Club members with this award.

We are now ready to start restoration of Carolyn's 1965 Sprint convertible. I just hope it will not take as long as for the 1965 hardtop!

—Submitted by Chuck Beason
(FCA #774)
Titusville, Florida

the rear shock mounting plate in the differential tunnel. Then the underside of car was primed, undercoated and detailed.

Each piece of chrome trim was re-chromed, all suspension parts, front and rear, were repaired, reworked or replaced, and new springs were installed

With the help of many FCA members, I was able to find the needed parts. There were many new replacement parts that I purchased from the Falcon parts vendors that support our great club.

After a number of years I was finally ready to start re-assembly after having the Sprint painted two times. The first paint job was done locally, and wasn't as good as I expected. I contacted a painter who I had used once before to repaint another 1965 Falcon for me, back in 1996. This painter had relocated to South Carolina but agreed to help me with a repaint of the Sprint.

I made the 500 mile trip to South Carolina and two months later traveled back to Carolina to pick up the Sprint. This time it was a keeper.

By this time, it was September of 2006 when the re-assembly began. During re-assembly, lots of re-work



occurred; numerous tasks were performed several times before completion.

I started this restoration in September 1989 and completed in September 2007. The first Falcon event for our Springtime Yellow 1965 Sprint Hardtop was the Keystone Regional Meet in Bethel, Pennsylvania in May, 2008

Photography by
Michael Horne (FCA#13068),
Suncoast Chapter Member

—More photos and Specs on page 29

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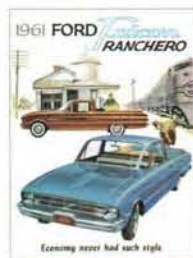


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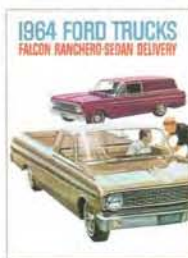
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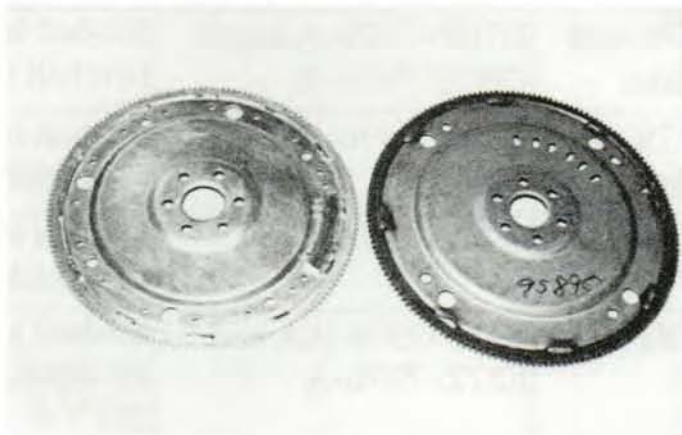
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—Continued from page 9

FLEXPLATE FACTS



There are two basic flexplate sizes for the C-4: a 157-tooth (left) like we find in most compact and intermediate Ford applications and a 164-tooth (right) more common with heavy-duty truck and full-size Ford applications.

Bell housing size goes right along with flexplate size. The larger 164-tooth flexplate needs the larger bell housing.

Also remember offset balance. If you're building an early small-block Ford (before '82), expect a 28-ounce offset (smaller counterweight). After '82, expect to see a 50-ounce offset with the large counterweight. This is common with 1982 and later 5.0 L High Output V-8s.

When shopping for C-4 cores and parts, be mindful of the following differences:

TYPE	MODEL	YEARS	SPECIFICS
C-4	Dual-Range	'64-66	Small-dot/large-dot valve body with 24/24-spline Cruise-O-Matic input shaft; C-4, C5, C6 casting numbers
C-4	Select Shift	'67-69	P-R-N-D-2-1 shift pattern with 24/24-spline input shaft; C7, C8, C9 casting numbers
C-4	Select Shift	'70	P-R-N-D-2-1 shift pattern with 26/26-spline input shaft; D0 casting number
C-4	Select Shift	'71-79	P-R-N-D-2-1 shift pattern with 26/24-spline input shaft; D1, D2, D3, D4, D5, D6, D7, D8, D9 casting numbers
C-5	N/A	'82-86	The C5 is a C-4 with a locking torque converter; D2, D3, D4, D5 and D6 casting numbers

—Continued on page 27



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The Falcon Club Store Thanks You for Your Support!

Dover Delaware is home for the upcoming Falcon Convention and it was chosen for many reasons. Cost considerations were part of the story and the other main consideration was its central location with respect to area attractions. Area attractions are what I decided to write about this month.

Dover is located within three hours drive of many major attractions on the east coast of the USA. Close by is Ocean City Maryland, only 69 miles away, the eastern end of US Highway 50. Highway 50 is that world famous highway that took all those intrepid Falcons across country in 2005 to the Convention in San Ramon California. Highway 50 works very well going east too I might add! Annapolis Maryland, the home of the U.S. Naval Academy is a mere 67 miles from Dover. Annapolis has a great small town feel and nice waterfront and dock area downtown. It is also the State Capital of Maryland.

A wee bit farther away from Dover is the Nation's Capital, Washington DC. It is 95 miles away and a place you can easily spend another week touring all the monuments, museums, and national landmarks. For any of you that are inter-

Letter to the Editor

Dear Editor,

Thank you so much for the recipe "Five Minute Chocolate Mug Cake" in the November issue of *The National Falcon News*. It is great! Hot, chocolaty and little on the gooey side with the chocolate chips! It is just what hits the spot, especially with a glass of milk or cup of coffee. I have sent this recipe to many of my chocoholic friends. I will be sending the recipe to my son Jared in college.

Wherever the recipe came from, thanks so much!

Susan Leslie
Mid America Chapter

Milt Robar (FCA #93) of Lineville, Alabama provided the recipe. Editor regrets the oversight.

ested in spending time in Washington before or after the Convention drop me a line. I can give you recommendations from one who has lived the last 20 years in the 'burbs of Washington. I highly recommend this visit especially if you have young children.

If we move in a different direction from Dover we find that Philadelphia is only 80 miles away. The City of Brotherly Love and the home of our democracy has many sights to see, from the Liberty Bell to Constitution Hall. And all in an easy day's trip.

Baltimore Maryland is another great place to visit, with its beautiful Inner Harbor and a fabulous aquarium. The distance from Dover is 109 miles.

If Atlantic City is where you want to see, it can be reached in two different fashions. It is 123 miles going strictly by Falcon and it is 100 miles by driving your Falcon onto the Lewes Delaware to Cape May New Jersey ferry. I recommend the ferry route hands down. The ferry takes you across Delaware Bay and is a great sightseeing adventure. And then you can go on to Atlantic City.

If the Big Apple is on your list of things, places, and people to see, you're only 165 miles away in Dover. And I can confess right here, that it is possible and I found safe, to drive your Falcon into New York City. We drove into The City in 1999 for the start of a cross country tour of old cars and found even the taxi drivers to be friendly. The magic of Falcons, I do believe!

As a bit of business here, the registrations for 2009 continue to roll in. Mason Dixon, your hosting club for this grand celebration, is offering THREE FREE NIGHTS of hotel accommodations at the show. All you have to do is have your registration in to our own Phil Barber by May 15, 2009 to be eligible for the drawing for this prize. And remember ladies, this is the Diamond Anniversary of Falcon Conventions (30 years) and Delaware is the Diamond State, so Diamonds will be making an appearance at the show's raffles. Falcon Raffles are not just for engines, transmissions, and chrome anymore!

—Mike Garrett (FCA #9256)

AIR MOBILITY COMMAND MUSEUM

Dash to Dover in July 2009 for the 30th FCA National Convention (16-19 July 2009) and enjoy Friday the 17th at the Air Mobility Command Museum at Dover AFB. We plan a short nine mile cruise from the convention hotel complex to the facility followed by four or five hours on site to park our Falcons on the ramp among and under the historic airplanes while relaxing and taking in all that the museum has to offer! The Falcon Club has reserved the museum for the entire day! There is a terrific indoor museum in the National Register of Historic Places, Hangar 1301 offering a Medal of Honor hallway, a C47, B17, flight simulators, theater, museum store plus much, much more. The ramp outside is home to numerous "first, last and only" airplanes. Cockpit tours of some planes should be available. Interestingly the museum director and founder, Mike Leister, was a Ford Falcon owner in his youth and looks forward to seeing all of our cars in July 2009. The event is planned to include an onsite food vendor for buying lunch and a professional photographer for those special "Falcon with airplane" pictures for purchase. Just a great, unique day for the entire family for those coming to join the fun of the Mason-Dixon Chapter sponsored 30th Falcon Club of America National Convention! For safety and by regulation, both the indoor and outdoor facilities are designated Smoke Free. Check the museum website: www.amcmuseum.org. More articles will follow in future Falcon News issues designed to help you plan ahead for your visit to the region. Dover is the capital of The First State of Delaware. The diverse offerings within one to two hours of Dover are so great that everyone can find much to do!

—Tom Lauppe, (FCA #365)

Classified Ads (con't)

—Continued from page 12

Fiberglass front clips new for 1960-61 Falcon race cars. Held on with pins. \$650. Call or email for availability and prices. Don Branson, 4097 Hwy T, Marthasville, MO 63357. 636-228-4501 or dbranson@mail.win.org.

1965 289 engine 2V with Hooker Headers and C4 trans, both items run great. The engine and trans are still in the car allowing you the opportunity hear them run. Price includes me helping you take out the power plant. \$450. OBO Please contact John Mirretti for more details, 847-456-1691 or 847-662-6662. IL.

1966 200 CID Block & Head - Rebuildable clean core. \$100. 1963 3 Speed Tranny. Good original working condition. \$100. 1961 3 Speed Tranny. Good original working condition. \$100. Dagenham four Speed and Shifter Box. Works but noisy. Rebuildable Core. \$150. 1984 T5 V8 5 Speed. Works but noisy. Rebuildable Core \$150. Will

Email pictures. Prefer local pickup. Hudson Valley one hour North NYC. Rich 845-795-5778 or powerband@hvc.rr.com.

Complete drive train, 1960 to 1970 for Falcons and Mustangs. Radiator, 200 cu in 6 cylinder engine, C4 auto transmission, drive shaft, Offy 200 cubic inch intake manifold with 3 F1 carbs and linkage. All covered and clean. \$400. for all. Alan Peters, Granbury, TX 817-573-3796.

For 1964-65 Falcon four door wagon; NOS right quarter panel. Original factory primer, in original, unused condition. \$275. + shipping. Francis Lieberth, 330-925-7111. OH.

1965 289 2V with Hooker Headers and a C4 tranny. The engine is still in the car so you can hear it run. Both the engine and tranny run great. \$450. OBO Please contact John Mirretti for more details at 847-456-1691. IL.

A set of four 1961 Optional 13" wheel covers. The ones that have 72 white depressions inserted into four sections, each having 18 depressions. Very nice condition, no dents or curb rash. \$80. I'll pay shipping in continental US. Phil Barber, 410-266-8271 or pbarberpr@aol.com. MD.

1964 Falcon two door hardtop parts: Pair of door windows, glass and frame, \$25.; left and right vent window frame assemblies with glass. \$25.; AM radio in working condition, \$40. Steve, 562-595-1876 or send email to SteveWT324@AOL.COM. CA.

Kellogg's Garage: Home of the Junkyard Junkie, has a 25 year collection of Falcon and Comet parts in high, dry Colorado. Lenny Kellogg 970-593-1964 or lenkellogg@lpbroadband.net. CO.

—Continued on page 24

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—Continued from page 23

Parting out 1965 Falcon 2 door Hardtop Futura. I have owned this car for 17 yrs. The frame rusted and I don't have the time or money to repair. Parting out complete car less engine and transmission. I have new rocker panels, floor pans, toe boards, solid fenders and doors, glass, two chrome trim packages, solid front and rear frame rails and torque boxes from a Colorado car ready to install, taillight panel, 9 inch nodular ford rearend, all interior and trim, lights, hoods, deck lids. Too much to list, please call for details. Everything must go. I can e-mail pictures. Gerald Dalton, 502 417-7959, or email 241dalt@bellsouth.net. Louisville, KY

IMPORTANT!

Not receiving your newsletter? Contact Ruby Throgmorton, Corresponding Secretary. Her info is on page 6.

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1964-65 Falcon Parts: Drivers side door handle nice chrome, no rust or pits \$30. Headlight switch shaft with Black knob, bezel, mounting collar \$8.00. Futura rear panel (Aluminum) goes between the taillights with gas cap hole in center \$25. 1964-65 Ranchero/Wagon: Tailgate latches \$10. for the pair. Tailgate release center with both rods that connect to latches \$10. Steering wheel painted Buckskin with nice Tan leather cover, nice wheel for driver \$25.00. Tailgate holder (not a cable) one left \$7. Single

—Continued on page 26

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'63 - '70 1/2 with 260, 289 or 302

7705FP

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'70 1/2 with 351C

7707

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Great for high RPM operation, this fuel pump can be rotated to fit in various plumbing designs.

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- 80 GPH free flow
- Includes gasket and fittings



'63 - '68 289

'68 - '70 302

12833

\$89⁹⁵ ea

Universal Chrome Air Cleaners



1491

1490

1/B or 2/B

Chrome-plated top and steel base. 6 1/2" diameter. Includes filter, adapter and hardware kit.

Use with vehicles with 2 5/16" or 2 5/8" diameter neck.

Low riser: 2" high **1491**

High riser: 3 3/4" high **1490**

\$24⁹⁵ ea



2/B

Classic design with chrome-plated top. Includes filter, gasket, hardware and PCV adapter.

Use with vehicles with 2 5/8" or 3 1/16" diameter neck. **KY9798**

\$29⁹⁵ ea

"Cal Custom" Finned

Popular during the '60s and '70s, these stylish pieces can help recreate that custom look.



Aluminum Oil Pan

This fully polished oil pan is for use on engines with a front oil sump. Includes magnetic drain plug.

'62 - '64 260

'63 - '68 289

'68 - '70 302

D00Z-6675AL

\$169⁹⁵ ea



Air Cleaner

This 14" air cleaner comes with an aluminum finned lid, air filter and bottom plate. It provides a clean look with no visible mounting nut. The lid has a 1/4-20 nut attached underneath that will require

shortening the carb stud.

'64 - '70 1/2

C5ZZ-9600AFK

\$84⁹⁵ ea



Valve Covers

Does not include oil cap, oil cap grommet or PCV grommet. See part # M6892F, below, for grommets.

'63 - '70 1/2 260, 289, 302, 351W

C5ZZ-6A582AF

\$89⁹⁵ pr



PCV and Oil Cap Grommet Kit

For use with "Cal Custom" finned valve covers and other small-block or big-block valve covers that do not include the grommets.

\$6⁹⁵ kit

'63 - '70 1/2

M6892F



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—Continued from page 25

speed wiper ALL ITEMS PLUS SHIPPING. Call Ray, 575- 524-3371 or 1965falcon@zianet.com or P.O. Box 3, Fairacres, NM 88033



Trailex trailer for sale. Top of the line, all aluminum. 5000 pound capacity. Traveled less than 1000 miles. \$3500. OBO. Michael Young, 316-636-5091 or michael.r.young@mac.com. KS.

NOS parts: CODZ-3352-B steering arm & bushing, \$75. CODR-7A039-B trans. ext. assy, \$30. CODB- 6404144-A & CODB-6404145-AP visor brkt. \$10 each. CODF-11654-C headlamp switch, \$45. CODF-7A217-A trans. control switch & wire assy, \$15. CODZ-7210-B shift selector lever, \$55. Many more parts available. Keith Litteken 314-351-1789 or kslitteken@aol.com, MO.

Fordomatic 2-speed rebuilding kits with gaskets, O-rings, lip seals, clutches (bronze frictions & steels), sealing rings, front and rear seal, \$135. Specify engine size and year. Bands \$45. each exchange, adjustable modulator \$15. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands and parts available for small, medium case, C-4 and C-6. David Edwards, 56 Dale Street, Needham Hgts., MA 02494-1218. 781-449-2065 anytime. www.autotran.us



1964 Ford 260 engine. \$3300 spent on professional rebuild. Lots of new parts, chrome and rebuilt 4 bbl Holley carb. I have the receipt from rebuild with complete list of parts. \$2900 OBO. I will do my best to answer any questions. Nate Lawson, 802-388-6553 or slawson4863@comcast.net. VT.

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Information Wanted

I need advice on a water leak on my 1965 Falcon Futura under the dash. There are rust holes. Someone with Falcons must have had this problem to correct. Haven Paxton, 4039 Riverside Dr., Brunswick, GA. 916-280-9641.

Miscellaneous For Sale

KEYS. NOS (Original) Keys and Gold Plated Keys for Falcons and all Ford Models. Many of those hard-to-find keys and lock cylinders. Keys cut by code, inquire with Year, Make and Model. We stock POR-15 Restoration Products. JESSER'S CLASSIC KEYS, 26 West Street, Dept. FCA, Akron, OH 44303. Phone: 330-376-8181, Fax: 330-384-9129. www.jessersclassickeys.com

Shop Manuals by Ford: '60-'63 \$34.95 '64-'68 \$49.95 ea. '69-'70 \$59.95 ea. '63 Owners Manual: \$14.95 Part Interchange Manual: '60-'65 or '63-'70 \$39.95 ea. Falcon 140 page Road Test book '60-'70 \$19.95 Hardcover Falcon history book \$39.95. Alex Voss 4850 37th Ave. So, Seattle, WA 98118. 206-721-3077. Alex@books4cars.com.

www.falconclub.com

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QUICK REFERENCE GUIDE TO C-4 V-8 BELL HOUSINGS

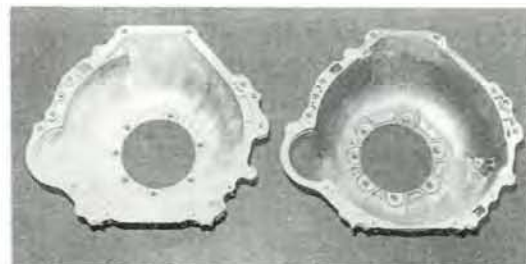
MODEL YEAR	CASTING NUMBER FORD PART NUMBER	SPECIFICS
1964	C-4AP-7976-A and C-4AZ-7976-A	Five-bolt bell housing, 160-tooth flexplate, two-bolt starter, 221, 260, 289 V-8
1965–69	C-5OP-7976-A and C5OZ-7976-A	Six-bolt bell housing, 157-tooth flexplate, two-bolt starter, 289 and 302 V-8
1972 and later later	D2OP-7976-AA and D2OZ-7976-B	Six-bolt bell housing, 157-tooth flexplate, case-fill dipstick, two-bolt starter, 302 V-8, cable kickdown
1973 and later	D3BP-7976-AA and D3BZ-7976-A	Six-bolt bell housing, 164-tooth flexplate, pan-fill dipstick, two-bolt starter, 302, and 351 V-8
1975–78	D5ZP-7976-A and D5ZZ-7976-A	Six-bolt bell housing, 157-tooth flexplate, small torque converter for Mustang II only, case-fill dipstick, two-bolt starter, 302 V-8
1976–79	D6TP-7976-AA	Six-bolt bell housing, 164-tooth flexplate, tmck only, pan-fill dipstick, two-bolt starter, 302 and 351 V-8
1977 and later	D9AP-7976-AA	Six-bolt bell housing, 157-tooth flexplate, case-fill dipstick, cable kickdown, two-bolt starter, 255, 302, 350 V-8
1977 and later	D7BP-7976-AA and D7BZ-7976-A	Six-bolt bell housing, 157-tooth flexplate, case-fill dipstick, two-bolt starter, 255, 302, and 351 V-8
1978 and later	D7DP-7976-AA and D8OZ-7976-B	Six-bolt bell housing, 157-tooth flexplate, case-fill dipstick, two-bolt starter, cable kickdown, 255, 302, and 351 V-8
1979 and later	D9AP-7976-AA	Six-bolt bell housing, 157-tooth flexplate, pan-fill dipstick, cable kickdown, two-bolt starter, 255, 302, and 351 V-8
1979 and later	D9AP-7976-AA	Six-bolt bell housing, 157-tooth flexplate, case-fill dipstick, cable kickdown, two-bolt starter, 255, 302, and 351 V-8
1982 and later	E2TP-7976-AA and E2TZ-7976-A	Six-bolt bell housing, 164-tooth flexplate, trucks only, pan fill dipstick, two-bolt starter, cable kickdown, 255, 302, and 351 V-8
1975 and later	D5OP-7976-AA and D5OZ-7976-A	For 351M and 400M with big-block bell housing bolt pattern

There are so many types, C-4 bell housing identification will drive you nuts. Always check casting numbers and the number of bell housing to engine bolt holes just for starters. Check depth, which determines whether you have a 157-tooth or 164-tooth flexplate bell housing. Ascertain whether the bell housing is a pump mount or transmission main-casting mount. They will not interchange.

At right is the vacuum modulator that controls upshift firmness and timing. Adjusting the modulator clockwise firms and delays the upshift, while counterclockwise speeds up and softens the upshifts. Make your adjustments one turn at a time, then take a spin to evaluate the upshifts. Do not adjust the vacuum modulator any more than four turns in either direction.

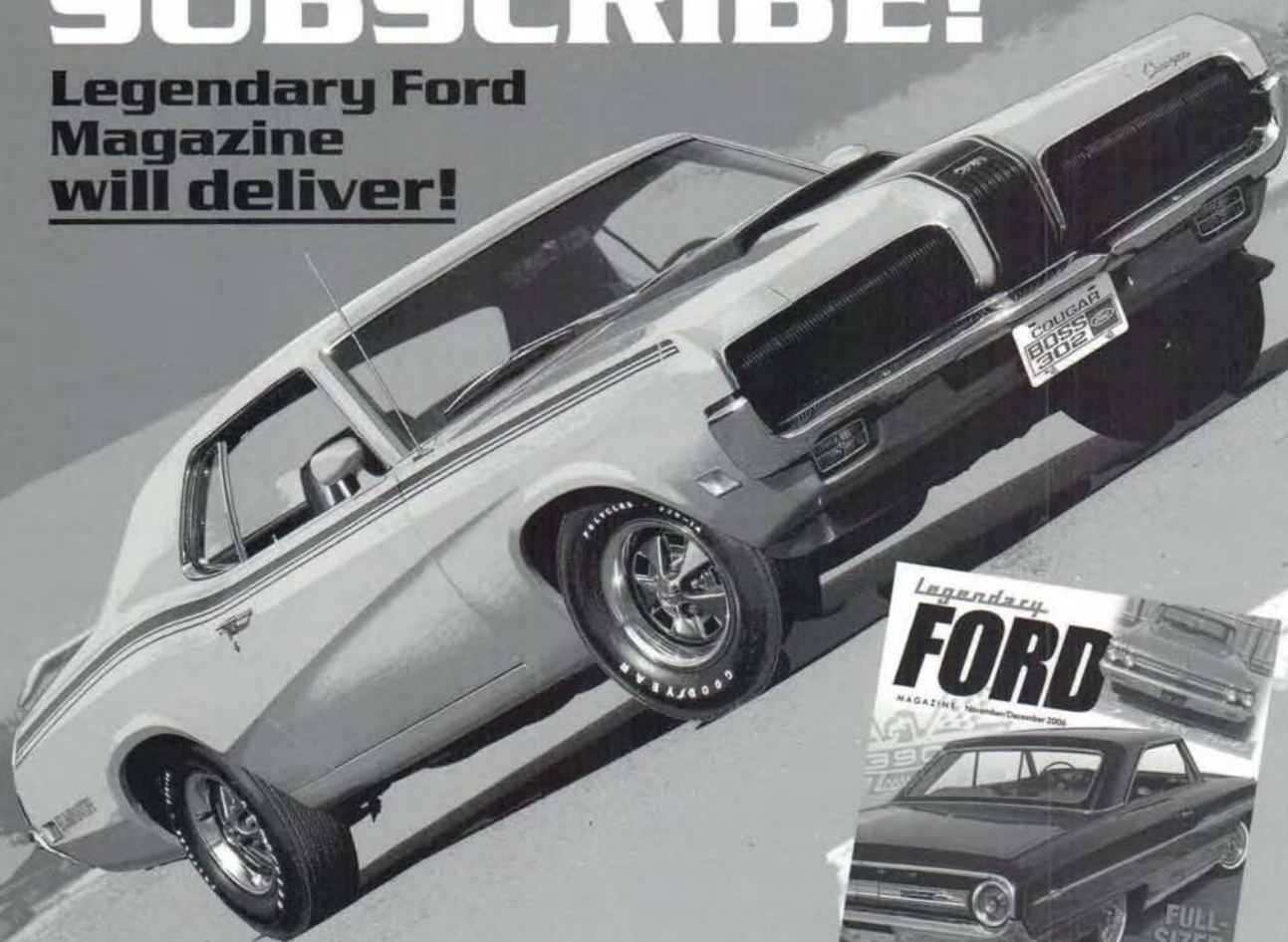
C-4s came with two types of vacuum modulators. Early versions had a screw-in type; later models have a push-in modulator with a clamp as shown. Weak intake-manifold vacuum caused by a hot cam or torn vacuum hose will adversely affect upshifts.

—Reprinted from the Southeast Times,
Newsletter of the Southeast Chapter
Jeff Thomas (FCA #12327), Editor



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Chuck Beason's 1965 Sprint

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SPECIFICATIONS

Engine/Drive Train

- Reworked 1965 289 Engine
- Ford Motorsport Timing Chain/Gears
- Heads Ported/Polished, Screw in Rocker Studs
- Crane Roller Rockers
- Ford Motorsport Valve Springs
- Ford Motorsport A 312 cam
- Ford Motorsport Valve Lifters
- Edelbrock Performance 289 Aluminum Intake Manifold
- Holley Street Avenger 570 CFM Carburetor
- Windage Tray
- Granada Disc Brake Conversion
- Dual Master Cylinder/Ford Combination Metering/Proportioning Valve
- Braided Stainless Brake Hoses
- 1" Anti Sway Bar, Front
- 3 Row, Large Tube Radiator, Fan Shroud and 6 Blade Flex Fan
- Ram Clutch and Diaphragm Pressure Plate
- Hurst Competition Plus Shifter
- Doug's Long Tube Headers
- 2.25 Exhaust System with 2 Chamber Flowmasters
- Borg Warner T10 Transmission/ Rebuilt by Owner

Interior

- New Carpet Front/Rear
- Reproduction Seat Covers Front/Rear
- Reproduction Door Panels Front/Rear
- Reproduction Front Arm Rests
- Dash Plastic Replated/Detailed



Interior

- Stock AM Radio Converted to AM/FM Stereo
- New Black Headliner
- Vent Window Frames Re-chromed
- Rear Quarter Window Frames Re-chromed
- Inside Windshield Trim Re-chromed
- Door Panel Trim Re-chromed
- Replaced Wiring Harness, Installed 2 Speed Wipers and all Lighting (glove box, ash tray, map, and trunk)

Exterior

- Paint Color Code 8, Springtime Yellow, Base Coat/Clear Coat
- Front/Rear Bumper Re-chromed
- Magnum 500 14X7 Wheels
- Cooper Cobra 205/70X14 Tires
- Reproduction Rocker Panel Molding
- NOS Tail Light Lens/Back Up Light Lens
- Reproduction Tail Light Buckets
- NOS Grille

Springfield National Meet Follow-Up

From the amount of mail I've received asking about the photos of winners in the Springfield National Meet, I'd say there are a lot of disappointed Falcon fans out there who were looking forward to seeing their cars' photos in the December 2008 issue.

The Photo Parade at the National Convention is the chance for you and your Falcon to appear in the December issue, whether or not your car was a winner.

This past year, we were not provided with the photos by the hosting chapters for the December issue. Instead, the issue became a tribute to our Frequent Contributors, one of whom is Rainer Hantschel, of Denver, Colorado.

Rainer (pronounced Ry-ner) faithfully covered the show, as usual, and we extend our National Meet coverage on these pages to include his unique view of the show.

For those of you attending the next National Meet in Delaware, be assured that the Photo Parade is not an optional aspect of hosting the convention. Get your photo taken at the show so we can look forward to seeing your Falcon—and you—in the December 2009 issue.

—Ed.





—Continued from page 4

Specifications

393 Windsor/stroker
Eagle crank and rods
Keith Black pistons and Perfect Circle rings
Clevitte bearings
CompCam lifters and timing set
Melling H.V. oil pump
Pro Comp aluminum heads
Harlan Sharp roller rockers 1.6
Dual plane intake
Edelbrock 750 cfm carburetor
Mallory electronics
Hooker headers with Flowmaster mufflers
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end Lakewood traction bars
Close ratio four speed toploader

—Editor's note:

No wonder people ask about his quarter
mile time!

It looks like you can buy the old 200 c. i.
engine on page 12 of the Classified ads in
this issue.



Do you have photos of your Falcon for
The National Falcon News? Send them
to the Editor at the address on page 6,
along with a few paragraphs about the
car—and you!

